(in terms of four-wheeler wagon)

Year	Demand (i.e. programmes filed.)	Loading per day
1983 . .	1425	999
1984 . .	1520	1151
1985 (up to Oct. '85)	1716	1338

The gap between demand and loading is on account of shortage of steam coal and higher demand of slack coal by the power houses.

(c) No, Sir. No large scale thefts of coal with the connivance of railway employees and Railway Protection Force has been reported in Gujarat, particularly in Ahmedabad.

Fazilka-Bhatinda Metre gauge line

212. SHRI F. M. KHAN: Will the Minister of TRANSPORT be pleased to refer to the reply to Unstarred Question 1013 given in the Rajya Sabha on the 5th March, 1986 and state:

(a) whether Government have laid down any norms/standards to judge the economic remunerativeness of any particular railway line;

(b) if so, what are the details thereof;

(c) what is the number of passengers carried on Fazilka-Kotkapura and Kotkapura-Bhatinda sections of the Fazilka-Bhatinda metre gauge rail line, separately and the wagon-loads of goods trains carried between Fazilka and Bhatinda during the last two years and the earnings made by the Railways on both these counts, separately; and

(d) to what extent these earnings of the Railways meet the criteria of remunerativeness of the railway lines?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) The Railways normally take only the financial viability of a project into consideration, for which the criterion laid down is the internal rate of return (IRR), which, at present, is set at 10 per cent. The project report is, however, also examined for keeping the broader national interest in view. Where considered relevant economic costs and benefits are also considered even though the same may not specifically enter the financial return.

Whenever it is seen that the construction of the project may lower the total resource cost of transport to the economy, the project is recommended, even though on strict financial criteria it may not be remunerative. Such cases are then referred to the Planning Commission for a final view.

(c) information regarding section-wise number of passengers carried and the earnings therefrom is not maintained. The number of wagons carried between Fazilka and Bhatinda during 1984-85 was 63 in one direction and 61 in the other, while in 1985-86 it was 90 wagons each way per day. Information on section-wise earnings from goods traffic is also not maintained.

(d) Remunerativeness of a gauge conversion project depends, not on the current earnings from the M.G. line but on the cost savings due to lower operating expenses that the Railways and the economy can achieve by conversion. On this criterion, the project has not been found worthwhile.

Allotment of Book Stall at Guwahati Railway Station

213 SHRI PRITHIBI MAJHI: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that during February, 1985, the Railway Board allotted a book stall direct to M/s.

Wheeler & Co. on newly constructed platforms No. 6 and 7 at Guwahati, if so, what are the reasons therefor, and

(b) whether it is also a fact that the North Frontier Railway did not call applications to allot book stalls to the unemployed graduates on those platforms?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) After extension of broad gauge to Guwahati, in February, 1985, M/s. A. H. Wheeler & Co. (P) Ltd., were permitted to shift their bookstalls from Kamakhya station to platforms No. 6-7 of Guwahati railway station on the consideration that certain important Metre Gauge trains, from and to Guwahati which were converted into Broad Gauge trains, were being dealt with on platforms No. 6-7, and it was felt that experienced bookstall contractor should continue to provide service on these trains. The matter was reviewed in February, 1986 and the Railway was asked to allot the bookstall on platforms No. 6-7 at Guwahati to the eligible categories as per the extant procedure.

Monopoly rights of M/s. Wheeler & Co.

214. SHRI PRITHIBI MAJHI: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that M/s. Wheeler & Co are rendering satisfactory performance through five book stalls on platforms numbers 1 to 19 at Delhi Junction;

(b) whether it is also a fact that as per special sole selling rights M/s. Wheeler & Co. is authorised to set up more bookstalls on vacant platforms/ waiting halls/circulating area at Delhi and other stations; and

(c) what action is proposed to be taken to curtail sole selling rights of these contractors to break monopoly as has been published in the Evening News of the 'Hindustan Times' of the 13th February, 1986?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) Yes, Sir. They are able to meet the demands of passengers through stalls, tables and trolleys.

(b) No additional bookstall at any place can be set up by M/s. A. H. Wheeler & Co. without prior permission from Railways.

(c) Sole selling right clause is an integral part of the current agreement.

Action on memorandum against M/s. A. H. Wheeler & Co.

215. SHRI RAM NARESH KUSHAWAHA:

SHRI HASHIM RAZA ABIDI ALLAHABADI:

Will the Minister of TRANSPORT be pleased to refer to the answer to Starred Question 355 given in the Rajya Sabha on the 19th March, 1986 and state:

(a) what action has been taken on the memorandum regarding taking over of book stalls of M/s. A. H. Wheeler & Co.;

(b) what steps have been taken by Government for providing employment to unemployed graduates through book stalls from 1973 on those stations where major contractors exist, except newly constructed passenger platform, if any, detailed thereof; and

(c) what are the special reasons for providing sole selling right clause in the